

Page 13

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The paragraph at lines ~~32~~-14 has been amended as follows:

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The following data are sent to the fuel injection driver 10: an output Dinj representing the fuel injection amount INJn and the fuel injection timing t1; and an output D'inj representing the post injection amount INJp and the post fuel injection ~~timing~~ 2timing t2. Then, the control process returns to the main routine. Thereafter, the fuel injection driver 10 counts unit crank angles $\Delta\theta$ for a predetermined number of times from a reference timing (TDC) till a fuel injection timing θ_r , carries out the main and post fuel injections J1 and J2. Exhaust gas is heated, hydrocarbon HC is burnt on the oxide catalyst a, the temperature gt of the filter 22 is quickly raised, and particulates are burnt in a hot atmosphere for a time period which depends upon the amount of accumulated particulates. As a result, the filter 22 is reliably regenerated in the forced regeneration process.

Pages 13-14

The paragraph beginning on page 13, line 36 and ending on page 14, line 12 has been amended as follows:

First of all, the unit A1' calculates the excess air ratio $\lambda\{=Q_a / (Q_f \times 14.7)\}$ using an excess air ratio calculator a1'. A section a2-1' calculates an excess air ratio frequency at which the excess air ratio λ is equal to or less than the predetermined value in a given time interval Δt . Referring to ~~Fig. 4(a)~~ Fig. 4A, when the excess air ratio λ is equal to or less than the predetermined value (e.g. 1.2), a determination value x is set to 1.